



The Alaskan Way Viaduct & Seawall Replacement Project



U.S. Department of Transportation
Federal Highway Administration



Washington State
Department of Transportation



City of Seattle

MARCH 2006 COMMENT SUMMARY

Introduction

The Alaskan Way Viaduct and Seawall Replacement Project database contains 6,827 comments, 237 of which were submitted in March 2006.

Origin of Comments

Of the comments, 160 were received from community briefings, 53 were submitted by email, and 14 by phone. Six comments were received through the mail, and four were received from comment forms at the Viaduct site tour.

Seventy-three comments were received from the central area of the project, forty-five comments were from the south section, and thirty-three comments came from the north region of the project. Thirteen comments came from outside the project area. The origin of seventy-three comments could not be determined, either because respondents did not identify their location, or because the comments were received from a briefing with a non geographic-specific organization.

Comment Categories

Each comment submitted is categorized by the content of the message. Please note that depending on content, some comments were grouped into more than one category. There are 60 comment categories divided into six sections. The sections are economic, structures/locations, transportation, design and construction, and environmental/public safety. The comment categories range from cost and freight to traffic, air pollution and public safety.

Comments were received in the areas listed below. These are groups of similar categories with the ideas that were expressed in the comments.

Transportation:

This group includes categories such as traffic, connections/circulations, pedestrians, and bicycles. There were 74 comments in this group.

- Is the City going to open up 4th Avenue to truck traffic?
- Would the tunnel have any downtown exits?
- Does the elevated structure have more capacity than the tunnel?
- What would the Elliott and Western ramps look like?

Economic:

This group includes categories such as cost, funding, property value/acquisition, and tolls. There were 73 comments in this group.

- How do we know this won't be another Big Dig?
- Are the CEVP estimates available for public review?
- Given the cost of the tunnel, why not look at the retrofit option?
- Will businesses along the corridor be open during construction?
- Is the cost of mitigation included in the overall cost of the project?

Design/Construction:

This group includes categories such as construction, urban design, and engineering. There were 66 comments identified in this group.

- What is the longevity of a tunnel versus an elevated structure?
- Why does it take less time to build the tunnel than the elevated structure?
- Why did you shift from a side-by-side tunnel to a stacked tunnel?
- Do your studies account for increased density in the south end by 2030?
- In the elevated structure option, would there be trees or some other noise barrier?

Structures/Location:

This group includes categories like the seawall, historic structures and districts, portals, stadiums and South Lake Union. There were 13 comments in this group.

- Is fixing the seawall included in the elevated structure budget?
- Are any of the piers going to be rebuilt? I hear that Pier 48 is condemned.
- What is the road grade exiting the tunnel?

Environmental/Public Safety:

This group includes categories like noise, public safety, earthquakes, and visual quality. There were 12 comments in this group.

- Do you have to consider salmon spawning when replacing the seawall?
- Have you looked into the possibility of a tsunami?
- It seems to me that if there is too much open space, it leads to a gathering spot for homeless people and criminal activity.

Transit:

This group includes categories like monorail, light rail, and transit. There were three comments in this group.

- In the future you could put monorail lines on top of the viaduct columns.
- Building a boulevard along the waterfront and providing transit improvements would be far, far preferable to having a new viaduct along Alaskan Way.